

ANM-114, Attention: Rules Docket No. 2002-NM-13-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

### Discussion

On October 23, 2000, the FAA issued AD 2000-22-04, amendment 39-11950 (65 FR 65257, November 1, 2000), applicable to certain Learjet Model 45 series airplanes, to require repetitive application of grease to the rotating disk assembly of the nose landing gear (NLG) squat switch mechanism. That action was prompted by tests conducted by the manufacturer that indicated a potential unsafe condition exists involving damage or bending of the squat switch assembly of the NLG due to moisture contamination and subsequent formation of ice. The requirements of that AD are intended to prevent bending and damage of the squat switch assembly, which could result in driving the nose wheel to an uncommanded angle against the force of the steering system, and consequently result in the airplane departing the runway at high speeds during landing.

### FAA's Determination

In the preamble to AD 2000-22-04, the FAA specified that the actions required by that AD were considered "interim action," and that the manufacturer was developing a modification to positively address the unsafe condition. We indicated that we may consider further rulemaking action once the modification was developed, approved, and available. The manufacturer now has developed such a modification, and we have determined that further rulemaking action is indeed necessary; this proposed AD follows from the determination.

### Explanation of Relevant Service Information

Since the issuance of AD 2000-22-04, the FAA has reviewed and approved Bombardier Service Bulletin SB 45-32-8, Revision 2, dated March 14, 2001, including Compliance Response Form. This service bulletin describes procedures for replacement of the camrod in the squat switch assembly of the NLG with a camrod made of stronger material. The replacement constitutes terminating action for the repetitive grease applications required by AD 2000-22-04. This service bulletin also recommends that operators complete the Compliance Response Form. Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition.

### Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 2000-22-04 to continue to require repetitive application of grease to the rotating disk assembly of the NLG squat switch mechanism. The proposed AD would require replacement of the camrod in the squat switch assembly of the NLG, and would also reduce the applicability of that AD. The actions would be required to be accomplished in accordance with the service bulletin described previously, except as discussed below.

### Difference Between Proposed AD and Service Bulletin

Although the Accomplishment Instructions of Bombardier Service Bulletin SB 45-32-8, Revision 2, dated March 14, 2001, recommend that operators complete the attached Compliance Response Form, this proposed AD would not include such a requirement.

### Explanation of Change to Applicability

Operators should note that the applicability of this proposed AD differs from the applicability of AD 2000-22-04. This proposed AD has reduced the applicability to be consistent with the effectivity specified in Bombardier Service Bulletin SB 45-32-8, Revision 2, dated March 14, 2001 (which is referenced as the appropriate source of service information for this proposed AD). Airplanes having serial numbers (S/N) 45-001 through 45-004 inclusive are test airplanes that have either been modified for use as prototypes or destroyed; and airplanes not modified per Bombardier Service Bulletin SB 45-32-3 do not have an NLG squat switch, so they do not have the subject camrod. Therefore, those airplanes are not subject to the unsafe condition addressed in this proposed AD.

Additionally, we have re-identified the airplane model designation as published in the most recent type certificate data sheet for the affected model.

### Cost Impact

There are approximately 110 Model 45 airplanes of U.S. registry that would be affected by this proposed AD.

The actions that are currently required by AD 2000-22-04 take approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is

estimated to be \$6,600, or \$60 per airplane.

The new actions that are proposed in this AD action would take approximately 3 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$205 per airplane. Based on these figures, the cost impact of the proposed requirements of this AD on U.S. operators is estimated to be \$42,350, or \$385 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. The cost impact figures discussed in Ad rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These figures typically do not include incidental costs, such as the time required to gain access and close up, planning time, or time necessitated by other administrative actions.

### Regulatory Impact

The regulations proposed herein would not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this proposal would have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part